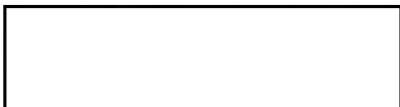
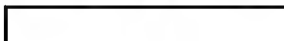


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17 January 1966

MEMORANDUM FOR : Programs Staff, OSA
SUBJECT : Mid-Year FY-66 Budget Review
REFERENCE : 

1. The Deputy for Technology, OSA Contract Technical Monitors have completed their mid-year review of OXCART and IDEALIST contracts under their cognizance. Possible major changes are reflected below in rather broad terms and in gross numbers, by Project.

a. OXCART

(1) Airframe Contract (VM-66): If not already reflected, contemplated post-modification Lockheed manpower reductions  should reduce existing VM-66 requirements. No further major changes for FY-66 are envisaged at this time. Attention is called to OXC-9786-66, dated 10 January 1966, and  dated 5 January 1966, which identify for OSA consideration certain actions which, if implemented prior to 1 July 1966, might have impact upon VM-66. These considerations, at this time remote, include such items as Aircraft #124 modification to a J-56 operational configuration, development and incorporation for test of new cockpit, new electrical system wiring and increased electrical generating capacity.

(2) Environmental Contracts: A review of David Clark and Firewheel contracts indicates adequate budgeting for the balance of FY-66.

(3) Camera Contracts: A long focal length spotting camera should be developed for the OXCART vehicle that will provide ground resolution of

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[redacted] from a distance of thirty-five miles. It is not expected that this would be funded until FY-67, however a feasibility study should be funded in FY-66 at a level of [redacted]. The development cost for such an effort would be on the order of [redacted].

(4) INS/Guidance Contracts: There is a possibility of an Autopilot improvement program which may start prior to 1 July 1966. No preliminary funding figures are available. There is a lesser possibility of converting to the Model 390 INS during FY-66. The estimated first year increase for such a conversion is [redacted]. Depending upon when, within FY-66, the go-ahead was given, a percentage of [redacted] would be required.

b. IDEALIST

(1) Camera Contracts: It is expected that three improved "H" camera systems will be contracted for in FY-66 to fulfill the requirement for high resolution stand-off photography against well defended targets. Their cost is [redacted] of which [redacted] should be committed in FY-66. A laser camera for night use in the IDEALIST vehicle will be procured in FY-66 to provide a night reconnaissance capability. Its estimated cost is [redacted].

(2) Environmental Contracts: The four projects listed below are under consideration for the IDEALIST program. Lockheed would be the prime contractor for these efforts and as of this date a firm cost is not known. However, cost estimates have been solicited and received from both Fireweel and David Clark Company as follows:

(a) Modification of 24 ea. Q445 Survival kit, [redacted]

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(b) Installation of a high energy ejection seat catapult. Cost figures are not yet available from LAC, but are expected by 1 February 1966.

(c) Modifying one aircraft to accommodate the full pressure suit. This would be for a test program to determine the desirability of converting to the full pressure suit for all IDEALIST aircraft. David Clark has submitted a cost estimate of [] for two full pressure suits to be used for test and evaluation in the U-2. This does not include any services for technical representatives during the test program. Firewel estimates []

(d) Other than the [] previously approved for the parachute pack with the larger canopy none of the above efforts have been budgeted.

3. Those contracts coming under my review will be the subject of a separate dialogue between Programs Staff and myself.

JOHN PARANGOSKY
Deputy for Technology
(Special Activities)

D/TECH/OSA [] (17 January 1966)

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